



NIMITZ NEWS

USS Nimitz (CVN 68)
September 19, 2009
Vol. 1, Issue 7

**Nimitz/Barbwire Sailors
lend a helping hand
in Singapore**

*Nimitz rides in
Labor Day parade*

Nimitz gains 42 Chiefs

*Taking fitness
to a new level*

**Carrier on
board delivery**



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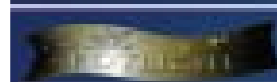
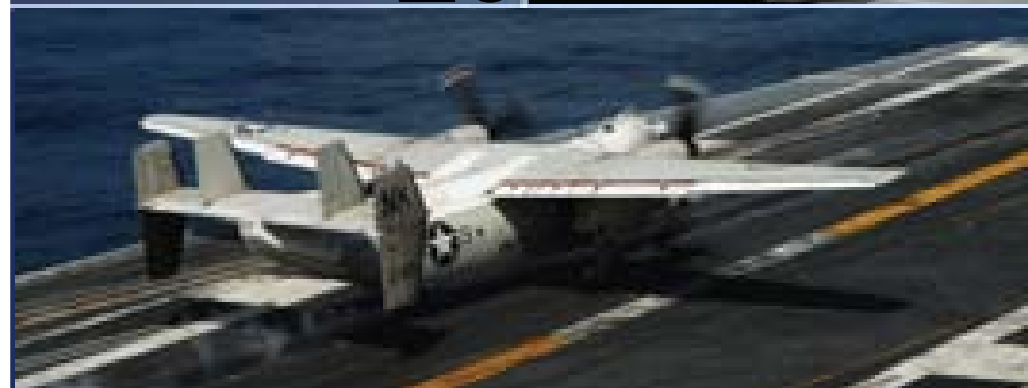
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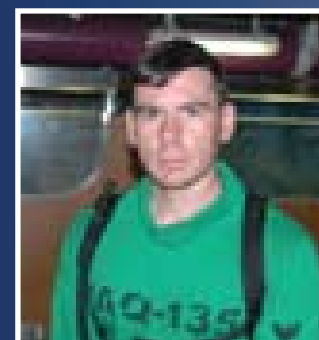
*Teamwork...
a Tradition*

SEPTEMBER 19, 2009

Nimitz Voices

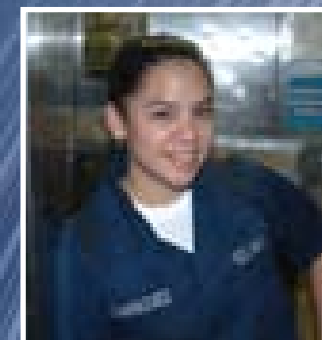
by MC3 Matthew Haws

What do you think about the extension?



"I was not really surprised at the announcement. I had an idea that we would be extended."

AT3 John Purkey
VAQ-135



"I like the idea of extending because we are paid more money and we have opportunities to see other places."

ITSA Dominique Dominguez
CAG/ADP



"Sailors belong on ships and ships belong at sea."

GMCS (SW) Greg Smiler
Weapons



"Two months extension is challenging but the cancellation of surge is the light at the end of the tunnel"

LT Robert Nevins
Medical Admin Officer



"It was pretty predictable but I get more money and the opportunity to take another semester of school."

AG3 (SW) Lacey Bryant
Operations



"I am happy about the extension and it's a good way to end my retirement."

BMC (SW/AW) Arcturish Ridley
Deck

CVN 68



MC3 (SW) Scott McCall

So, has anybody else been wondering why the laundry line is so long everyday? The truth is I never cared enough to give it much thought until it came time for me to stand in it. Some people probably thought the same thing as I did: the majority of our shipmates just didn't do their laundry in Singapore. Either that or just flat out didn't care like me until you had to stand in the line to sign up. It wasn't until I overheard the person standing watch down in self-serve talking to someone else, that the whole line thing started to make sense. He asked why he saw the same people down there at least three to four times every week. Then it finally hit me that the same people are standing in line about every other day.

This just seems absolutely ridiculous! How much do you really have to wash? For starters, we can't wash uniform items, so that's taken care of. Let's think, what is there that would need to go in a laundry bag on a daily basis? Perhaps a white t-shirt, skivvies, socks, PT gear? Ummm, that doesn't really seem like it would fill up a laundry bag even a quarter, let alone half way. Maybe after three or four days it would, but to fill it up after a day, that just wouldn't happen.

Now, I understand that there's more than just what's listed above that we wash in self-serve. For example, I wash my towels and my own white sheets for my rack. However, I'm not washing them after a day or even every other day. I think my LPO would definitely back hand the stupid out of me if I even tried to sell that to him, (figuratively speaking of course, he would never actually do that). Generally speaking, most people do laundry every four to five days depending on what's going on in the shop.

Anyway what I'm trying to say, (now that the vast majority of people have probably stopped reading this ramble) is that maybe we should have a limit per week on self-serve. Or better yet, maybe we can show some self control and consideration for our shipmates that don't leave their cleaning stations early to stand in line just to waste another fifteen minutes waiting for the MWR window to open. 'Till next time..... **MM**

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JUNIOR ENLISTED ASSOCIATION

**"Taking charge of
our future
from the deckplates."**

NIMITZ 411



SHIP'S INFORMATION

PERSONNEL NOTE

Family Separation Allowance has been processed for the command and should have shown up on Sailors with dependants September 15th paycheck. There are a few individuals that require additional audit prior to payment. Those will be addressed accordingly and processed as entitlement is confirmed. If you feel that you are receiving or not receiving FSA correctly please bring it to the attention of the Personnel Office.

DAPA NOTE

We will be conducting Alcoholics Anonymous meetings from 6 p.m.-7 p.m. in the Indoc classroom every Sunday throughout this deployment. Alcoholics Anonymous is a fellowship of men and women who share their experience, strength, and hope with each other that they may solve their common problem and help others to recover from alcohol dependency. The only requirement to attend is a desire to stop drinking. Our primary purpose is to stay sober and help other alcohol dependents to achieve sobriety. For information on the Navy's drug and alcohol policies and programs, please contact Command DAPA MRC(SW/AW) Laforze by email Christian.laforze@cvn68.navy.mil or by calling J-dial 5016.

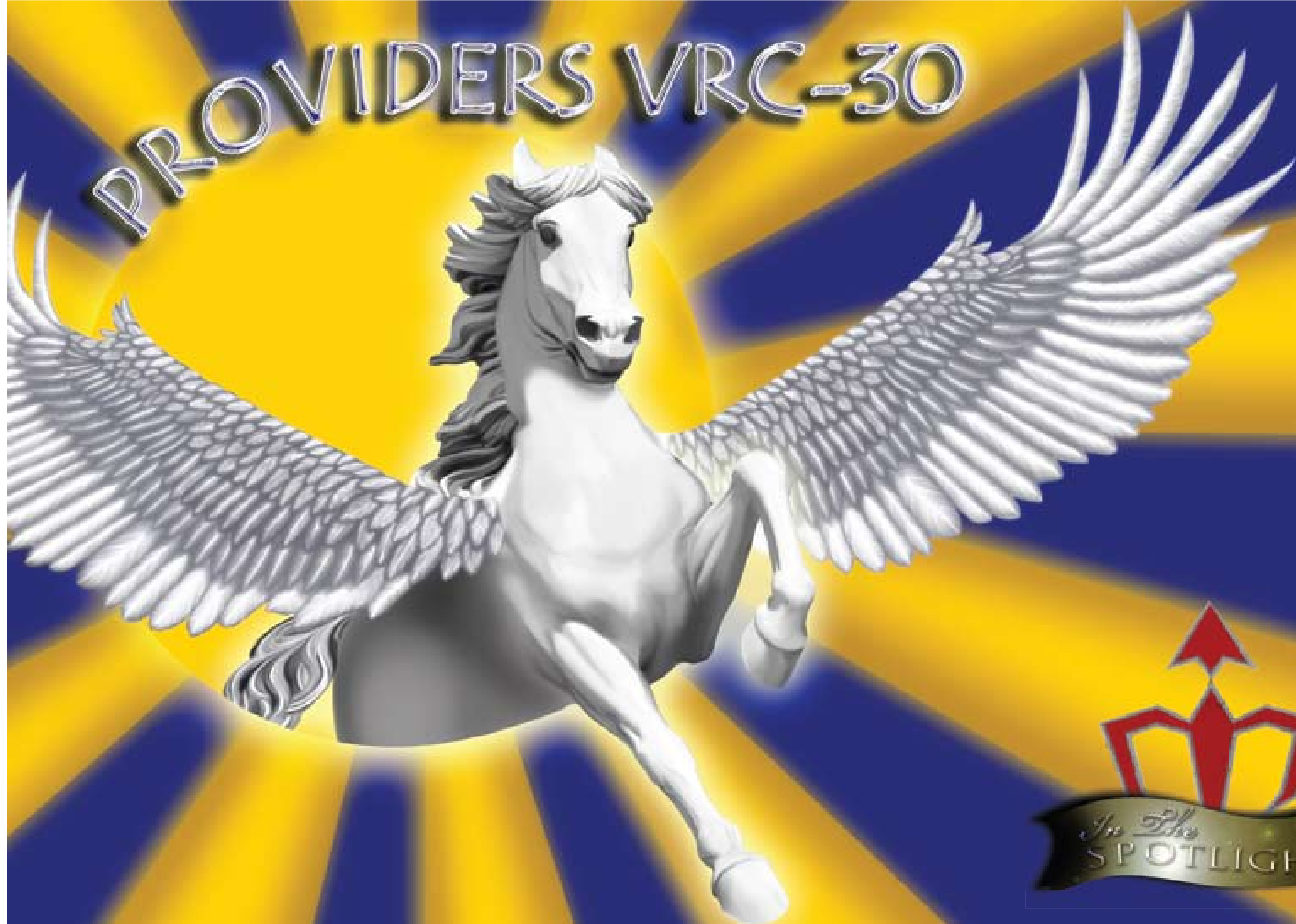
PERSONNEL NOTE

Now that we've chopped into Fifth Fleet, the crew of Nimitz, air wing and embarked staff are entitled to Hostile Fire Pay (HFP)/Imminent Danger Pay (IDP) in accordance with DOD Financial Management Regulation. HFP/IDP is payable at the monthly rate of \$225 for all the months we are assigned to the designated IDP area, regardless of the duration that establishes the entitlement. This means that even though we were not in theatre for the whole month of September, we still receive the full monthly benefit. Conversely, if we depart the AOR in the middle of December, full benefit is received.

In addition, by Presidential Executive Order we are also entitled to Combat Zone Tax Exclusion (CZTE). Service members are able to exclude portions of their income from federal and state taxation (Not FICA-Social Security and FICA-Medicare). This does not mean the service member will not owe any taxes. While the federal government excludes all military pay from being taxed, some states allow only partial exclusion or none at all. As with HFP/IDP, if we serve in the combat zone for one or more days during a particular month, we are entitled to an exclusion for that entire month.



PROVIDERS VRC-30



In The
SPOTLIGHT

PROVIDING MORE THAN JUST A DAILY MAIL CALL

by MCSN (SW) Amara Timberlake

Squadrons assigned to Nimitz make a vital contribution through professional aviation every day. The smallest squadron on board has the unique mission of transporting essential mail, cargo and personnel to and from the ship.

"The Providers" of Fleet Logistics Support Squadron (VRC) 30 is really a large squadron comprised of five detachments that deploy with carrier air wings. They live up to their nickname by providing critical logistics support to carrier strike groups at sea.

Forty-five Sailors assigned to Detachment 3 aboard Nimitz work together to ensure the seamless transfer of cargo and people

from ship to shore. The detachment goes through a complex process every time the ship transits to a different area.

"As the ship gets close to a port or nearby land-point, we fly out there to pick up package mail,

equipment and personnel. We'll make trips to and from Nimitz while the ship is operating in the area, usually for a week or so," said Naval Air Crewman 1st Class (AW) Brian Williams. "Once the ship is out of range, we fly back on board and transit with the ship until we get close to another land-point."

The unique mission of the Providers allows them to spend less time on the ship.

"We spend the majority of our time working

on shore with a beach detachment," said Williams.

"There's a lot of planning that goes on in advance for us to be able to support the ship when they need it," said Lt. Donald McIlvaine, a

VRC-30 pilot. "We do a lot

of coordinating especially when we're working with a foreign country."

Because of their small size, the Providers work together and rely heavily on each other to get the job done.

"We do with 30 people what most squadrons do with 80 or 90."



"We do with 30 people what most squadrons do with 80 or 90," said Aviation Electrician's Mate (AW) 1st Class Lawrence Walsh, the detachment's leading petty officer. "It's a very challenging squadron; when someone gets hurt or goes down, it affects the whole team."

Despite these challenges, these Sailors execute their mission perfectly time and time again.

"We only have so many people to go around, so there's a lot of cross training that goes on and everybody knows everyone else's job," said Williams. "We know where to pick up the slack and do whatever needs to be done."

The Provider's two C-2A Greyhounds can carry more than 10,000 pounds of cargo over 1,000 nautical miles. Greyhounds are capable of carrying a jet engine from shore to ship in a matter of hours; just another way the Providers of VRC-30 Detachment 3 live up to their name. **N**



(TOP) A Sailor assigned to Air Department prepares to launch a C-2A Greyhound assigned to the "Providers" of Carrier Logistics Support Squadron (VRC) 30 from the flight deck. Photo by MC3 John Philip Wagner, Jr.

(BOTTOM) A C-2A Greyhound assigned to the "Providers" of Carrier Logistics Support Squadron (VRC) 30 launches from the flight deck. Photo by MC3 John Philip Wagner, Jr.



PICTURES FROM HOME

by MC3 Matthew C. Haws

While a dad is away from home, his family back in Indiana shows their support for what he is doing on Nimitz during the ship's Western Pacific deployment.

During a Labor Day parade, in the small town of Lowell, Ind., Aviation Boatswain's Mate (Handling) Airman Robert



Davis's son Holden Davis stole the hearts of many when he made his entrance in a drivable toy Jeep replicated to look like Nimitz.

With the trademark embellishments and yellow bold letters spelling out "Leaning Forward" on full display, Holden's vehicle showed his pride in the work his father is doing.

"It was a surprise to get these pictures of my son, and I was really taken by it," said Davis. "When I received them in an e-mail, I sent them to the rest of the crew to show them how the Navy has such a great impact around the world. I hope these pictures give everyone some inspiration."

His wife, Melissa Davis, shared

the experience with their son and said that Nimitz is an inspiration to everyone everywhere.

"My sister-in-law came up with the idea of entering our boys in the kid parade for the historical/patriotic division to represent our family and friends who couldn't be with us for Labor Day," said Melissa. "We put our brains together and decided to make one car look like an Army vehicle and Holden's look like a replica of Nimitz."

From the moment she told me about her idea of an Army vehicle, the idea of a Nimitz car for Holden sparked in my mind," said Melissa.

"I always want to be crafty and go all out," said Melissa. "So being that Holden's daddy couldn't be here with him, I knew he (Holden) would want to be on the ship with his daddy."

Melissa said that adults are not the only ones that have a grasp of what the Navy is doing at sea. Even Holden, at age two, knows that his father is away working on a ship and serving



his country.

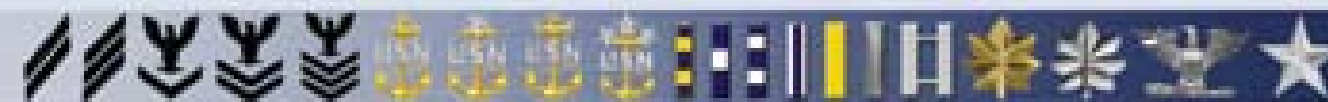
"I hope that no matter how many times servicemen and women on Nimitz hear they are missed that they truly feel it in their hearts," said Melissa. "They are not only prayed for and missed, by their families, but from all those who know they are fighting for our country." **N**

(ALL) Holden Davis in his drivable replica of Nimitz at the Lowell, Ind. Labor Day parade. Photo by Melissa Davis.



SEPTEMBER 19, 2009

I'm a Sailor



GM1 (SW) Erik Lake

Age: 33

Time in Service: 14.5 years

Home Town: Middletown, Michigan

by MC3 J.D. Levite

How did your Navy career start?

I joined because I was broke. I needed a job that could pay my bills. I came in undesignated; I spent my first three years in the deck department, some of that time was even spent on this ship. I used the Star program to get orders for the Gunner's Mate "A" School and that gave me the motivation I needed to reenlist for three more years. Then I went to Guam. I was stationed there as a gunner's mate and had my daughter there. Having a family justified staying in the Navy even longer.

Why'd you become a GM?

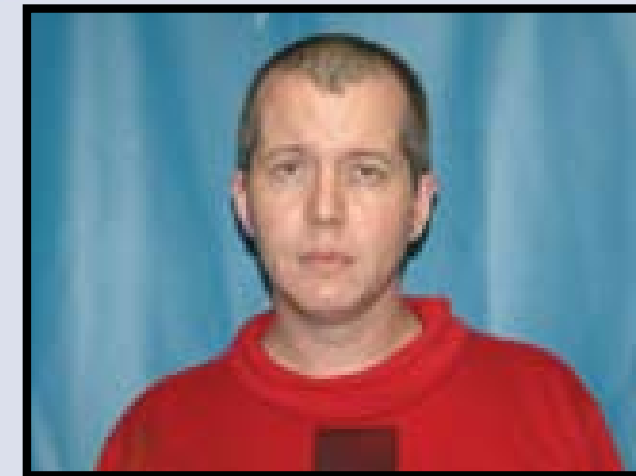
I wanted to play with guns! It's easily the best job in the Navy. The people who work on the flight deck are called shooters, even the people in media are shooters, but I'm the only one who actually shoots anything.

What does your job entail?

My primary job is a small arms instructor. It's a job that teaches all walks of life and experiences to safely handle firearms so they can defend themselves and the ship. Simply put, if I'm not doing my job someone can get hurt or fatally injured or worse. If the people I qualify to handle weapons don't learn the difference between a shoot or no-shoot scenario then an innocent bystander can be injured or we'll have one less shipmate going home with us. My job keeps everyone alive so they can all return home.

As a 1st Class, what steps are you taking to advance your career?

I'm working to improve myself. I transfer in about a month and I'm going to another ship where I'll get to



do more GM-oriented things than I did here. I'll get that experience of being a leading petty officer at sea, which is a critical building point to becoming a chief.

What sort of advice would you want to pass to junior petty officers?

The Navy has been a bumpy ride for me. I fought long and hard to get where I am, and when I walk away at 20 years, whether I'm a chief or still a first class, I'll know I did the best I could do because I never let someone else tell me no. This job, this lifestyle, is cold, hard and frustrating. It will always be that way unless you change it, and it is ultimately up to you to make it better. Everybody says "One team, one fight!" and there is a lot of truth to that. A little respect given to everyone can get you farther than a dollar bill in Singapore.

What would you say to Sailors looking for a teacher or mentor?

To be honest, if you're looking for a teacher or mentor, look for the one that irritates you. Because he's right. Look for the one who'll kick you in the butt when you need it.

What sort of goals have you set for the rest of your Navy career?

I want to be a chief. That's always been my goal. In the end I want to be satisfied with my job. I want to live without regrets because I'm doing the best that I can.

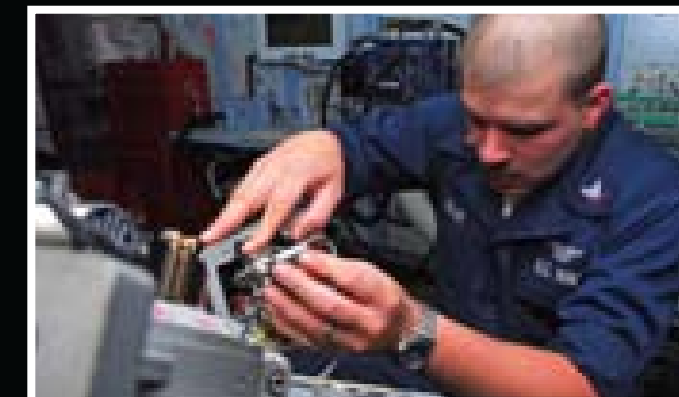
Nimitz in Action



Aviation Structural Mechanic 3rd Class Ryan Lewis assigned to the "Blacks Aces" of Strike Fighter Squadron (VFA) 41 performs maintenance on an F/A-18F in the hangar bay. Photo by MC3 John Philip Wagner, Jr.



Aviation Machinist's Mate Airman Katherine Knipfer and Aviation Machinist's Mate 1st Class Jason Nieva both assigned to the "Wallbangers" of Carrier Airborne Early Warning Squadron (VAW) 117 prepare to re-install a propeller assembly for an E-2C Hawkeye in the hangar bay. Photo by MC2 Matthew A. Hepburn.



Aviation Electronics Technician 3rd Class Chris Kane builds an APG-73 antenna in the aviation electronics shop. Photo by MC3 Peter Merrill.



Sailors assigned to the "Tophatters" of Strike Fighter Squadron (VFA) 14, perform corrosion control maintenance on an F/A-18E Super Hornet in the hangar bay. Photo by MC2 Gregory A. Streit.

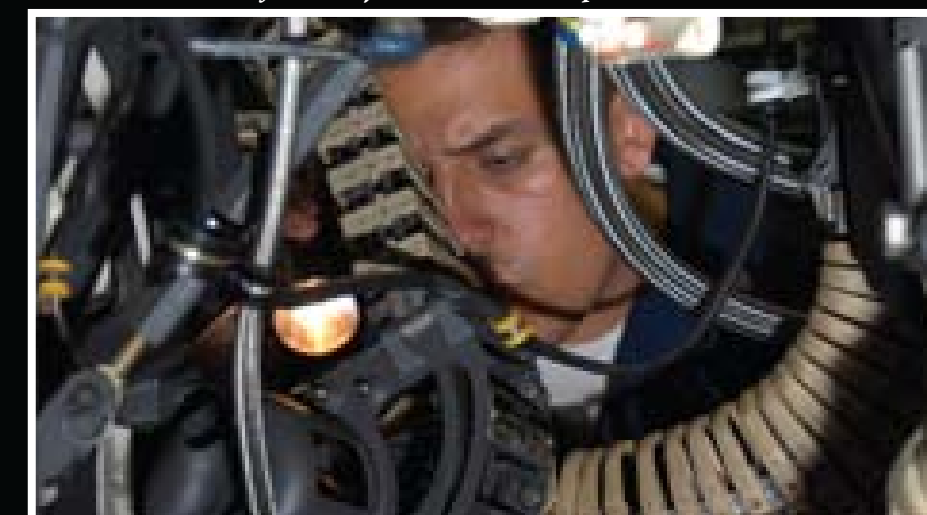


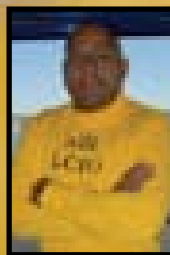
An MH-60S Knighthawk helicopter assigned to the "Wild Cards" of Sea Combat Squadron (HSC) 23 prepares to place cargo pallets on the flight deck of the fast combat support ship USNS Bridge (T-AOE 10) during a vertical replenishment at sea. Photo by MC3 John Philip Wagner, Jr.

A Sailor prepares aircraft for flight operation while the ship transits through the Straits of Malacca. Photo by MC3 John Philip Wagner, Jr.



Aviation Ordnanceman 1st Class John Hardy visually inspects a 20mm vulcan cannon from a F/A-18C Hornet aircraft. Photo by MC2 Matthew A. Hepburn.





Ask THE CHIEF

by ABCM (AW/SW) Jeff Callahan

Congratulations to all the new chief petty officers and welcome to the Mess! Oh what a special day it was on the 16th of September to witness 42 outstanding Sailors pin on the golden anchors of a chief petty officer.

There are two very special times in the career of an enlisted Sailor, advancing to 3rd class petty officer and being selected to Chief! There is absolutely nothing like earning that first chevron and then changing the uniform from blue to khaki. This was my 14th CPO Induction and I still get excited when I see the joy on a Sailor's face when they are told they have been selected for chief. I was selected for chief petty officer in 1995 (my how time flies when you're having fun).

Making chief is not as hard as most of you think, I had the distinctive privilege of sitting on two selection boards (E7 and E9), and I can honestly tell you that if you do more than your everyday job you can make it. Every year, I give a selection board presentation for E6 and above starting in February. If you are interested in attending, please contact your Department LCPO. I will come out with the exact dates later.

However, there are a few things you must do before having the honor of being called "Chief." First, you must pass the exam in January, so start studying now! Be willing to except the hard jobs like: back to back sea duty, Recruiting Duty, RDC or Instructor Duty. If you are a 1st class petty officer, you should be involved in the First Class Association and be contributing to the command in some capacity. For instance, participation in the Command Indoctrination program, be a Petty Officer Indoctrination instructor, managing the Mentor, Sponsor, or Career Counselor programs for your division, just to name a few. The selection board looks very favorably on these collaterals as the key to developing Sailors and at you as contributing to the team.

Well Shipmates, good luck to all of you during next year's process. If you have any questions please feel free to stop me. I'll try to answer them or point you in the right direction. Again congratulations to all of our new Chief Petty Officers, if you see them walking about the ship, please feel free to congratulate them. They won't be hard to find, they'll be the ones with the brand new khaki's on. Take care shipmates and I'll see you about the decks. **N**

GETTING BACK IN THE SADDLE

by MC3 J.D. Levite

The Riding for the Disabled Association of Singapore needed Sailors to help clean up one of their clinics and the crew of Nimitz responded with 29 Sailors, Thursday, September 10.

The RDA Clinic helps children and adults that suffer from disabilities like autism or cerebral palsy by putting them on the back of a horse.

Samantha Taylor, the clinic's general manager, described how helpful horse riding can be.

"The horse gives people independent control," she said. "Sometimes all they need are simple activities like grooming the horse and for children with cerebral palsy it helps stimulate the muscles that have tightened up. It can also strengthen the core muscles and improve breathing, confidence and self-esteem."

The Sailors that visited the clinic spent their time doing some jobs the small staff would not be able to get done. They cleared the drains that surround the stables, laid new sand down for the horses and cleared the weeds and brush from the fence line surrounding the property.

Clearing the brush from the fence line was the largest by far, but it was also the most important because the growing brush put the horses in danger.

"The brush in front of the fence line grows really quickly, and the foliage can become a home for bees,

(RIGHT) Aviation Ordnanceman First Class Glenn Lymous and Aviation Machinist's Mate Third Class Sung Yeon load sand into a wheelbarrow during a community service project at the RDA Clinic in Singapore. Photo by MC3 J.D. Levite.



(RIGHT) Sailors trim the hedges from the fence line surrounding the RDA Clinic to keep harmful insects and animals away from where the horses graze. Photo by MC3 J.D. Levite.



wasps and snakes that can bite and injure the horses," Taylor said.

While the work was hard and took a long time to finish, the Sailors kept their positive attitudes because they knew what they were doing was for a good cause.

"Helping somebody else makes my heart smile," said Ship's Serviceman 3rd Class Chrystal

Jackson. "Not only is this a beautiful place, but it's also a great chance to see chiefs, officers and junior enlisted working alongside each other."

Taylor said they've worked with Sailors for years now and rely very heavily on the work they do to keep the clinic functional. She also hopes the next crew is as dedicated to the job as this one was. **N**



LENDING A HELPING HAND IN SINGAPORE

NIMITZ SAILORS VOLUNTEER FOR COMMUNITY SERVICE

by MCSN Nichelle Whitfield

Thirty-four crew members from Nimitz volunteered at the Singapore Association of the Visually Handicapped (SAVH) to provide much needed aid.

SAVH is a volunteer organization that works for the needs and interests of the visually impaired. For over 55 years SAVH has helped develop new skills and confidence in people who refuse to let their disability hold them back.

Nimitz Sailors provided assistance to the organization by clearing out storage space, removing debris, and cutting down branches on bamboo trees around the organization's building.

Fauziah Ahmad, the senior manager, said the Sailors provided much needed help because of an undermanned staff and the condition of the students in the organization.

"As long as Sailors keep coming [to Singapore] we will invite them back," said Ahmad. "We do rely heavily on the U.S Navy crew. We need able bodies because most of the people here are visually impaired."

Both sides gained something from the community service project. For some Sailors, it was an opportunity they didn't want to miss.

"My wife was born blind," said Storekeeper 2nd Class Fred Blinsmon, a volunteer from the ship. "I was looking through the list of projects and this one jumped out at me."



Nearly ten years ago, Blinsmon met his wife at a seminar and because of her acceptance of her blindness, he looked forward to interacting directly with the students from the organization.

"Anyone in this situation could go two ways: they either become bitter or they learn to accept it," said Blinsmon. "My wife definitely has a sense of humor about it."

After completing their work early in the day, Sailors were honored with the chance to with members of the SAVH program face-to-face.

"I wanted to come to this because it was needed and it was every bit what I expected," said Capt. Kathleen O'Farrell. "We took a really messy place and turned it into a place they could use. I'm just excited that we got to do this."

Nimitz' visit demonstrated the continued partnership between the U.S. and Singapore, which is one of our country's strongest security partners in the Asia-Pacific region.

Singapore provides strategic access to ports and airfields for transiting U.S. forces. This also includes approximately 100 ship visits and 30,000 service members each year. Singapore cooperates with the U.S. on maritime security, counter-terrorism, and counter-proliferation initiatives.

This was Nimitz' second port visit since departing her homeport of San Diego July 31. **NN**

(BOTH) Crew members assist the Singapore Association of the Visually Handicapped by clearing away debris and plant-life during a community service project. Photo by MCSN Nichelle N. Whitfield.



(ABOVE) Sailors clean up debris from a fallen tree during a community service project. Photo by MC2 Bryan Niegel.



by MC2(SW) Bryan Niegel

Thirty-Five crew members from Nimitz volunteered for a community service project to help maintain the grounds at the Archdiocesan Commission for the Pastoral Care of Migrant and Itinerant People (ACMI) soup kitchen and training center Thursday.

During the community service project, Nimitz Sailors cleaned up the grounds in and around at ACMI from a fallen tree that had to be cut into small manageable pieces then moved to the fence line of the facility.

"We were able to do a lot in a short period of time" said Cmdr. Francis Foley, Nimitz' Chaplain. "It was a great example of Nimitz' motto 'Teamwork and Tradition' when we arrived everyone pulled together to achieve our goal."

By working together, Nimitz

Sailors were able to complete the project with just over three hours of cutting, trimming and racking of the grounds at the ACMI complex in the humid Singapore sun.

"I have done a community service project on every deployment for the last 10 years" said Aviation Ordnanceman 1st Class (AW/SW) Eric Beattie. "I have always felt it is good to give back to the community it gives us a better understanding of other cultures."

By volunteering to help ACMI, Nimitz Sailors were able to help people in need and learn that they are not the only ones who like to help others that may need it.

The ACMI soup kitchen and training center prepares and delivers fresh meals to the immigrant workers from the surrounding countries Monday through Friday. **NN**



(LEFT) Aviation Electronics Technician Airman Apprentice Garrett Metcalf assigned to "Wallbangers" Carrier Airborne Early Warning Squadron (VAW) 117, cleans up trimmed leaves and branches during a community service project. Photo by MC2 Bryan Niegel.

(ABOVE) Sailors clean up debris from a fallen tree during a community service project. Photo by MC2 Bryan Niegel.



CYCLING INTO ACTION

by MC3 Matthew C. Haws

One of the missions for the crew of Nimitz is to reach their fitness goal during the 2009 Western Pacific (WESTPAC) deployment and one Sailor on board has taken his physical fitness to a new level.

Aviation Electronics Technician (AW) 1st Class Robert Burdett has a long history of cycling and has decided to take his adventures in cycling overseas on WESTPAC.

"I started cycling about 13 years ago and I have been doing it ever since," said Burdett. "I had the opportunity to take my bike out in Yokosuka, Japan and ride 25 miles each day for two days. It was really nice to get out in another country to do what

I love to do."

Burdett not only cycles during port calls, he also participates in weekly scheduled classes on board as well.

"I generally cycle about 6 times a week and I have seen a really good turn out of people so far," said Burdett. "I plan to take my bike out in future port calls with a group of people this next time around."

Routine cardio vascular exercise is important to maintain a level of endurance needed for long distance biking and Burdett has no less than 60 to 80 minutes of uninterrupted cardiovascular activity a day.

"Anyone is welcome who wants to try cycling," said

Burdett. "I really encourage it because it's a fun way to stay in shape. It has given me the opportunity to experience port calls in a different way and having a group helps keep the motivation high."

Aviation Survival Equipmentman (AW) 1st Class Jason Hiser is currently in the Fitness Enhancement Program and utilizes cycling classes offered to train for the upcoming Navy wide Personal Fitness Assessment weigh-in.

"I participate in all six days of the scheduled cycling classes and I have already lost 10 pounds over the last month," said Hiser. "If you are putting good effort into the classes just a few times a week you can still maintain or loose weight."

If you are looking for a way to have fun and stay fit during deployments then try getting involved in a cycling group. The added support will be there too. *N*

INDOOR DUATHLON SEPTEMBER 21-27

EACH PARTICIPANT COMPLETES:
- 12 MILE BIKE RIDE
AND
- 3.1 MILE TREADMILL RUN (OR WALK)

FASTEST TOTAL TIME WINS A PRIZE!



FOR MORE INFO OR TO SIGN UP CONTACT THE FIT BOSS



Health

by Lt. Christi Zohlen,
Physical Therapist,
Command Health Promotion Coordinator

Knee Pain!

Knee pain is a common complaint for many Sailors. Steel decks, long hours of watch standing, and climbing multiple levels of ladders daily can aggravate the structures around the knee. There are many causes of knee pain, with primary classification split into traumatic or acquired.

Patellofemoral pain syndrome (PFPS), the most common cause of acquired knee pain in runners, is a disorder of the knee joint presenting as anterior knee pain. The knee cap does not track smoothly within the groove at the end of the thigh bone. Pain is worse after prolonged sitting, squatting, going up and down stairs, and after strenuous activities. Risk factors for PFPS include: poor quadriceps and core strength, heel cord, hamstring and hip flexor tightness, a high riding knee cap, female gender, and overpronation of the feet. Poor training methods such as improper weightlifting techniques and increasing running mileage too quickly can also lead to PFPS.

Initial treatment for PFPS is anti-inflammatory medication, ice, and activity modification. Identifying sources of PFPS is important to tailor treatment appropriately. Correction of any feet misalignment such as overpronation is critical. Therapy may include wearing orthotics and having a professional assist in selecting appropriate athletic shoes. Braces and taping the knee cap may be a temporary fix to relieve pain, but should not be relied on as a long term solution.

Plain x-rays may be helpful in supporting a diagnosis of PFPS. Certain views of the knee cap can demonstrate if it is properly aligned within the groove at the end of the thigh bone. In cases of recalcitrant (greater than six months) PFPS, an MRI may be indicated to rule out other possible sources of anterior knee pain.

Strengthening of the quadriceps and hip muscles is key to improving anterior knee pain. Increasing overall core strength cannot be emphasized enough. In addition, stretching of the quadriceps, hamstrings, heel cords, and hip flexors is also important to re-establish an efficient tracking pattern of the knee cap on the thigh bone. For more information about knee pain and treatments, please see your health care provider.

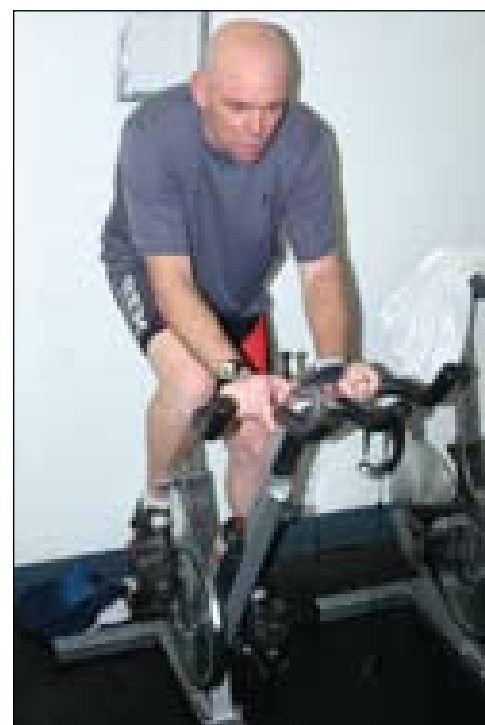


(TOP) Chief Aviation Maintenance Administrationman Scott Tozzi works out in the forward gym. Photo by MC2 Gregory A. Streit.

(MIDDLE) Sailors take part in a physical training class in the hangar bay. Photo by MC3 John Philip Wagner, Jr.

(BOTTOM) Aviation Ordnanceman 1st Class Donta Wills and Operations Specialist 1st Class Lejon Wright engage in a boxing match in the hangar bay. Photo by MC2 Gregory A. Streit.

(RIGHT) Aviation Electronics Technician 1st Class Robert Burdett engages in cardiovascular exercise on a stand-alone bike. Photo by MC3 Matthew C. Haws.



FORTY-TWO CHIEFS ADDED TO THE BACKBONE OF NIMITZ

by MC3 J.D. Levite

The crew of Nimitz gathered in the hangar bay to celebrate the induction of 42 new chiefs, Wednesday.

The chief selectees entered in grand style, singing every verse of "Anchors Aweigh!" as they lined up in formation to receive their pins and promotion to chief petty officer.

Before that moment happened, several people got up to speak, including Nimitz Commanding Officer, Capt. Paul Monger.

"To each of you I offer sincere congratulations," Monger said. "I'm excited to see how each of you tackles the leadership challenges you will soon face."

Monger also introduced Commander, Carrier Strike

Group Eleven, Rear Adm. John Miller who delivered words of his own for the new chiefs.

"Sailors make the Navy great, and chiefs make our Sailors great," Miller said. "Those of you who are pinning the rank on for the first time will pass through a very fine filter 116 years in the making. We are proud of you and proud for you."

The ceremony lasted about 90 minutes and each chief was introduced individually, pinned by two of their peers, received their combination covers and officially entered the chiefs' mess with honors.

"There are no words to describe how we're feeling," said Chief Aviation Ordnanceman (AW/SW) James Mackie, one of the new chiefs.

"Everything is different now that I'm a chief. That's



(TOP LEFT) Chief Aviation Ordnance Alejandro Valdez has his Chief's combination cover placed on during the Chief Petty Officer's pinning ceremony in the hangar bay. Photo by MC3 Peter Merrill.

a fact, and for anyone who wants to be where I am now: Never give up."

Even now, these 42 chiefs will return to work continuing right where they left off before, but things will never be the same because these Sailors are now chief petty officers in the United States Navy. *N*



(ABOVE) Newly pinned Chiefs stand at attention in hangar bay during the 2009 Chief Petty Officer's Pinning ceremony. Photo by MC3 John Philip Wagner, Jr.

(RIGHT) Chief Yeoman Michael Murray passes through side boys after being pinned in the hangar bay during the 2009 Chief Petty Officer's Pinning ceremony. Photo by MC3 John Philip Wagner, Jr.



HOROSCOPE

Cancer JUN 22-JUL 23
There will be a trial having to do with a miscommunication. You will learn to be more specific in your requests. This is all preparation for the ultimate challenge -- getting what you want.

Leo JUL 24-AUG 23
The teacher is equal to the student. You will learn as you teach, and you will teach as you learn.

Virgo AUG 24-SEP 23
There's nowhere to hide. You'll be telegraphing your thoughts today, and they come through loud and clear. There is a hidden strength inside the quality you have been seeing as a deficit.

Libra SEP 24-OCT 23
A playful character re-enters your world with fresh material. Be entertained, even if it means letting your guard down. You can always resume business when the party is over.

Scorpio OCT 24-NOV 22
You'll spend hours on a lonely job, but this is a small price to pay for the great rewards that are coming to you in the future. Keep your mind on the dream.

Sagittarius NOV 23-DEC 21
You're on the verge of an exciting breakthrough in your personal life. As you explore the truth about yourself, you'll see the truth in other people.

Capricorn DEC 22-JAN 20
When a fine thing happens, make sure it's not a one-time occurrence. Observe exactly what you did to attract this bit of fortune so that you can repeat your actions and get more.

Aquarius JAN 21-FEB 19
You will be lucky when you dare to step into a new arena. Your innocence puts you in a prime position: You won't know what can be done, and you won't know what can't be done.

Pisces FEB 20-MAR 20
Seductive promises dangle in the balance. If it doesn't have to do with hard work and honest effort, it's not true. Be vigilant in your focus.

Aries MAR 21-APR 20
You don't have to invent anything. Just follow the directions. If you're unsure about whether the directions are right, assume they are. Be methodical, and you will get the result you desire.

Taurus APR 21-MAY 21
You'll give your environment a good scrubbing, both literally and figuratively. Whether you are cleaning up situations or surfaces, you get to the bottom of things.

Gemini MAY 22-JUNE 21
You don't have to invent anything. Just follow the directions. If you're unsure about whether the directions are right, assume they are. Be methodical, and you will get the result you desire.



Items to check out:

Games
Board Games
Poker Sets
Video Games

Game Systems
Xbox 360
Xbox
PS2
PS3
PSP
Nintendo Wii

Movies
DVDs
T.V. Series
PSP

Fitness Equipment
Perfect Push-ups
Boxing Gear

MWR plans to get more movies for deployment and needs the crew's feedback for selections.
A projector and screen can be checked out for a divisional function such as a movie night.

Items will only be checked out when underway for a maximum of 48 hours.



by MCSN (SW) Amara R. Timberlake & MC3 J. D. Levite



Summary: A parody of famous dance movies like "Save the Last Dance" and "Stomp the Yard."

Starring: Shoshana Bush & Damon Wayans Jr.

Rating: PG-13

Timberlake



Dance Flick was almost everything you would expect from a spoof movie made in the last eight years. The Wayans Brothers are back to producing, which resulted in a few jokes that were actually pretty funny. The lack of continuity and actual storyline is pretty obnoxious (albeit the entire purpose for the Wayans making a movie) and the acting was pretty crappy. You'll appreciate this movie if you're looking for a few cheap laughs, but that's about it. Also, if you're offended by gay jokes, racial jokes, or jokes about people's genitalia, just try to forget that at some point, we'll be showing it on SITE TV.

SUDOKU

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Levite



The original Scary Movie came out almost a decade ago, which means I was 15 the last time I laughed at a Wayans Bros. movie. Their form of comedy is so old at this point that I don't even bother to see their movies. You know, until I signed up to review one of them. So, here I am talking about Dance Flick with not much more appreciation for it than when I started. I think the problem with movies like Dance Flick is that at some point the Wayans stopped making fun of the ridiculousness of other movies, like "Saved the Last Dance" in this case, and started making fun of themselves. The "parody" aspect of the movie falls to the wayside, which is a shame because parody is one of my favorite genres and we haven't had a good one in a while. This one certainly doesn't count.